Message

From: Wehrly, Linc [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=64E5F31CCB4841018441B3BF074842D0-WEHRLY, LINC]
Sent: 3/10/2016 9:18:13 PM
To: Grundler, Christopher [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=d3be58c2cc8545d88cf74f3896d4460f-Grundler, Christopher]
CC: Byron Bunker [Bunker.Byron@epa.gov]
Subject: Mercedes PBI / Ex. 4 nd Emissions
Attachments: E250BT_Temp_Mercedes_Benz.pptx

Chris,

In preparation for your meeting tomorrow with Joerg Bruer of Mercedes, I wanted to share some background information. Byron spoke with Latne Montague today and he indicated that we would receive the materials they plan to share with you tomorrow this evening, so we have not had a chance to review it. I believe that Byron will share the information if we get it before you tonight and will provide you with any insight on the information.

What we do know is the following:

- They have completed cold temperature testing of a 2015 MY E250 2.1L Turbo-Diesel with 14,000 miles at their Ann Arbor lab
- They tested at 75°F, 70°F, 60°F, 50°F, 40°F, 30°F, and 20°F
- The results are in the attached slide. They only provided emission results for NOx. As you will see, the NOx results look to be proportional over the decreasing temperatures until the 20°F point, where they are more than double the 30°F point
- All of the emission results are in mg/mi
- The Tier 2 Bin 5 NOx standards are 50 mg/mi for 50,000 miles half useful life and 70 mg/mi for the 120,000 mile full useful life
- They have reported several AECDs that address CBI / Ex. 4 that we are still digesting. If you have the time and are interested, you can look in the message below from Joel Ball on the specifics of the AECDs reported by Mercedes
- We are hoping that they will provide information on the differences between their US and European cold ambient temperature strategies in the materials they plan to share with you tomorrow. If not, we will have to make sure that they provide this information to us ASAP
- Finally, we have looked at the very limited diesel data we have in Verify for 20°F NOx results reported for 5-cycle fuel economy testing from seven different vehicles and the average NOx result is 176 mg/mi, while the best result is 115 mg/mi and the worst is 376 mg/mi – the average 20°F NOx results for gasoline vehicles are 30 mg/mi (145 vehicles)

Please let us know if you have any questions.

Thanks,
Linc

Linc Wehrly
Director, Light-Duty Vehicle Center
Compliance Division
Office of Transportation and Air Quality
United States Environmental Protection Agency
(734) 214-4286
wehrly.linc@epa.gov

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Joel Ball
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4238
ball.joel@epa.gov